

focus; the other, unwavering faith and a strong belief in the power and purpose of God. Their names: Mrs. Bernice Patton Montgomery-Johnson (Miss Bernice) and her elder daughter, Zelpha la'Marr Montgomery-Whatley, who is just called, Zep.

Zep caught her mother's dream to build a house—a great house for people who are sick, homeless, in need of housing and gentle personal care. Zep gave up her life's work of public service where she lived “up North” and having been accepted to the Peace Corps to work in West Africa.

Instead and as God would have it, Zep packed up and moved back home to Holmes County, Mississippi, breaking a long standing vow never to return to Mississippi again! She moved back home, she thought, to help her mother, Miss Bernice, to fulfill a dream to build “a house of help” for poor senior citizens of Holmes County and Mississippi. Miss Bernice convinced her daughter that “back home” was her “Peace Corps” and her “West Africa.” Zep said, “Yes,” to her mother and has since proclaimed that this is the best, most challenging and rewarding work God has ever assigned to her hands. Her boldness for the “street work” of God—“helping hurting people,” is unmatched!

To know Zep Montgomery—to really know her, is to know that she rarely considers the word, “No” as a final answer to any unsolved problem. She says her daddy taught her to “just look for another way.” She will push herself and she will push and pull others until “the way is found.” This attitude is testimony to the mere existence of Miss Bernice's House—a Personal care/Assisted Living facility, Holmes County's first and only one. When she was told “No,” by her local and State governments, she turned to Washington, D.C., and her Congressman. It was understood that “No” was not an answer, nor was it an option. The Federal government responded with an \$800,000 dollar, loan/grant package to build the house envisioned by her mother, who on the day of approval went home to be with the Lord!

Additionally, Zep knew when the mailman had trouble delivering the mail on the wet, muddy road where she lived, she put on her rubber boots and went to see the Holmes County Board of Supervisors. They said it couldn't be done; the road couldn't be built and probably wouldn't be built during the next 20 years! Within 2 years a new paved road was built, including two new concrete bridges for approximately \$500,000 dollars! Again, when the current water system could not accommodate Miss Bernice's House and her community, Zep requested assistance from the local water authority and was told, “No, it couldn't be done.” Today, a \$550,000 dollar new water system has been installed for her community and Miss Bernice's House as a direct result of Zep's faith, her tenacity and her hard work.

Zelpha is a professional helper. She believes there is no greater reason for any human being to get up in the morning other than to help another human-being.

Zep proclaims, “I'm in business to help people.”

FULL-YEAR CONTINUING APPROPRIATIONS ACT, 2011

SPEECH OF

HON. LOIS CAPPS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 15, 2011

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes:

Mrs. CAPPS. Mr. Chair, I rise in strong opposition to H.R. 1.

This deeply flawed bill does nothing to create jobs or promote economic growth. In fact, it actually undercut these critical priorities, threatening to destabilize our fragile economic recovery.

The bill cuts billions of dollars from programs that increase transportation and housing choices, reduce traffic on our highways, and lower energy costs for American families. It cuts Community Development Block Grants that empower local cities and counties to prioritize the housing and infrastructure projects that make the most sense for them. And it eliminates funding for the Sustainable Communities Initiative—a program that strengthens local economic competitiveness and reduces commutes to jobs, shops and schools.

These proven programs are already creating jobs and stimulating economic growth. They help local communities attract new businesses and jumpstart their economies. They help improve local business districts and provide affordable housing options nearby. And rather than build expensive new roads and highways, these programs focus on fixing what we already have.

In short, these programs create jobs. High tech jobs. Clean energy jobs. Construction jobs. High quality, local jobs that pay well and can't be shipped overseas.

Rather than enhancing these proven job creators, the Majority is eliminating them. The irrational spending cuts in this bill completely undermine these proven programs and threaten to cripple our fragile economic recovery. It makes no sense.

But I suppose we shouldn't be surprised, given the Majority's record on the issue. It's been nearly two months and we have not voted on a single bill to create jobs or promote economic growth. Not one.

Mr. Chair, we can't simply cut our way to economic prosperity.

This CR is nothing more than a negligent political gimmick. But this gimmick has real consequences. Real consequences for our local communities whose crumbling infrastructure will only deteriorate further; real consequences for the millions of unemployed Americans whose search for a job will only get longer; and real consequences for Middle Class families whose struggle to stay afloat will only get tougher.

It's time this Congress starts doing what our constituents sent us here to do—create jobs. I urge my colleagues to support jobs creation and oppose H.R. 1.

LOWER MISSISSIPPI RIVER MAINTENANCE

HON. RODNEY ALEXANDER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 17, 2011

Mr. ALEXANDER. Mr. Speaker, I rise today to address a matter of vital importance to our Nation's business and economic recovery. I am extremely concerned about recent actions by the Army Corps of Engineers and its failure to maintain the Lower Mississippi River deep draft navigation channel. Approximately 60 percent of all U.S. grain exports are shipped from the Mississippi River, and 25 percent of all large commercial bulk ships that arrive in the U.S. come through the mouth of the Mississippi River. U.S. Customs and Border Protection estimates that the river system facilitates between \$85 billion and \$104 billion annually in foreign trade through its district on the Lower Mississippi River. Without immediate maintenance dredging of that channel, domestic transportation costs will significantly increase for a wide range of U.S. products and goods, and many businesses will be placed at a competitive disadvantage for participation in the Nation's export trade.

At this time, the Corps is not meeting navigation channel maintenance requirements, and as a result, the width and depth of the channel has been reduced because of silting in the lower stretches of the river. The maritime transportation capabilities of the waterway are deteriorating rapidly, and river pilots now have imposed operating restrictions on commercial vessels transiting the mouth of the Mississippi River, restrictions that will significantly add costs and delays in the export of American products to international markets. Therefore, I urge the Corps of Engineers to maintain the Lower Mississippi River deep draft navigation channel at a depth and width that will not inhibit transportation on this vital waterway.

LOWER MISSISSIPPI RIVER MAINTENANCE

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 17, 2011

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to address concerns that many of my colleagues have expressed to me regarding maintenance to the Lower Mississippi River deep draft navigation channel. As the Chairman of the House Energy and Water Development Appropriations Subcommittee, I am well aware of the economic benefits provided by the Mississippi River system that connects approximately 30 States in our Nation's heartland with international markets. Accordingly, the Subcommittee works hard to ensure that the Lower Mississippi River deep draft navigation channel is maintained by the Corps to meet export and import trade and other domestic transportation needs.

As Congress considers the Continuing Resolution for the remainder of Fiscal Year 2011, I want to assure my colleagues that I have provided sufficient flexibility within the \$2,361,000,000 in the operation and maintenance account for the Corps to maintain the